

25X1A

Approved For Release 2002/05/06 : CIA-RDP69B00041R001800040014-1

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SECRET

(When Filled In)

IMMEDIATE

FILE INFO

08 MAY 68 0400Z

REPRODUCTION PROHIBITED

ACTION	1		6		11		16	
	2		7		12		17	
	3		8		13		18	
	4		9		14		19	
	5		10		15		20	

I O P S E C R E T 081318Z MAY 68 CITE [] 25X1A

25X1A IMMEDIATE [] INFO [] 25X1A

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A. BX 6858

B. IVS TAPE EVALUATION REPORT

C. INS 010

D. 6 MAY 1968/1400

E. 1. SATISFACTORY

2. SATISFACTORY

3. ELAPSED TIME 10891, UNITS DIGIT IN ERROR.

ELAPSED TIME 11223 THROUGH ELAPSED TIME 11254 HAD EIGHT LINES
OF DATA WITH UNITS DIGIT IN ERROR.ELAPSED TIME 12317 THROUGH ELAPSED TIME 12322 HAD TWO LINES
OF DATA WITH UNITS DIGIT IN ERROR.

4. SATISFACTORY

5. ELAPSED TIME 12111, TENS DIGIT MISSING.

6. SATISFACTORY

7. ELAPSED TIME 06326, TENS DIGIT MISSING.

8. SATISFACTORY

9. ELAPSED TIME 12460, FIRST TWO DIGITS FROM LEFT ARE MISSING.

10. ELAPSED TIME 10000, UNITS DIGIT IN ERROR.

F. BETWEEN ELAPSED TIME 05601 AND 05619 THERE WERE THREE

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LINE OF GARBLED DATA. BETWEEN ELAPSED TIME 11402 AND 11420

THERE WERE THREE LINES OF GARBLED DATA. EVALUATION PERTAINS TO
CAMERA OPERATION ONLY.

T O P S E C R E T

BT

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PRIORITY

FILE INFO

8 MAY 68 0844

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ACTION	1	6	11	16
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TOP SECRET 080626Z MAY 68 CITE [REDACTED]

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PRIORITY [REDACTED]

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OXCART BLACKSHIELD

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REF 3K5858

1. THOROUGH TESTS WERE MADE OF TYPE I(F) TO DETERMINE IF PROBLEM EXISTED IN CAGING SYSTEM. BOTH PREFLIGHT AND POSTFLIGHT OPERATION WAS PROPER. DURING TESTS, GAS CONSUMPTION RATES WERE CHECKED. THESE CONSUMPTION RATES INDICATED THAT FROM NINE TO TWELVE CAGINGS HAD OCCURRED. SINCE SC&DM DATA INDICATED FOUR TO SIX CAGINGS ON FIRST PASS, WE ASSUMED SYSTEM WAS WORKING PROPERLY ON SECOND PASS BUT THAT THE SC&DM SIGNAL WAS INCORRECT. [REDACTED] CONFIRMED THIS ASSUMPTION. 25X1A

2. CARD 1A3A3 WAS REPLACED AND SYSTEM GROUND CHECKED. THIS SHOULD PRECLUDE THE PROBLEM OF AN INTERMITTENT ELECTRICAL FAILURE IN CAGING LOGIC. ALSO THIS NEW CARD SHOULD INSURE A PROPER SIGNAL TO SC&DM. THE REPLACEMENT OF THIS CARD IS PRECAUTIONARY IN THAT PROBLEM COULD NOT BE DUPLICATED ON OLD CARD.

3. SYSTEM I(F) WILL BE FLOWN IN A127 ON 14 MAY WITH SAME INS AND SC&DM FOR CONFIDENCE SORTIE.

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PRIORITY

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PRIORITY []

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1. A. THE HAZE WAS HEAVY ENOUGH ON THIS MISSION THAT LAND COULD NOT BE OBSERVED BEYOND APPROX A 30 DEGREE LOOK ANGLE WHEN LOOKING AHEAD (WEST) OR TO THE LEFT OF FLT PATH (SOUTH).

[]

ILLEGIB

LIGHT AND LAND COULD BE OBSERVED OUT TO AN ESTIMATED 50 TO 25 MILES. THIS HAZE APPEARED TO BE PRIMARILY MOISTURE WITH A POSSIBLE MIXTURE OF SMOKE. COLOR WAS A DULL WHITE TO GREY. SMOKE IS USUALLY TANGED WITH YELLOW OR BLUE AND DUST IS BROWN. I BELIEVE THAT THE VARIANCE IS VISIBILITY BY DIRECTION WAS DUE TO SUN ANGLE MORE THAN INTENSITY OF HAZE.

B. DUE TO LOOK ANGLE LIMITATION, JAPAN AND SOUTH KOREA WAS NOT OBSERVED.

C. SAME AS ABOVE BUT LESS INTENSE.

D. SEE A.

E. PART OF WHAT APPEARED TO BE HAZE COULD HAVE BEEN THIN

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CLASSIFIED MESSAGE**SECRET**

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CIRRUS BUT DID NOT APPEAR TO BE SO.

2. SUN ANGLE ASSOCIATED WITH HAZE IS A PRIME FACTOR
CONCERNING PILOT VISIBILITY.

3. AS A RESULT OF HAZE CONDITION AS OBSERVED BY PILOT,
PRO WAS OPERATED IN POS C. FOR FUTURE PILOT GUIDANCE
WE WOULD LIKE TO KNOW FROM THIS MISSION ANALYSIS WHETHER
C OR S SHOULD HAVE BEEN USED.

S E C R E T

BT